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THE NEW ATLANTIC CABLE.

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The world's biggest cable ship, the *Colonia*, recently completed the laying between New York and the Azores of 3,400 miles of a new type of submarine cable for the Western Union Telegraph Co. The new cable, in the opinion of Mr. Newcomb Carlton, president of the Western Union Telegraph Co., marks an era in the history of submarine cables. It represents the first alteration in type since the laying of the first cable by the Great Eastern. What is described as the "magic band" wrapped round the core of the cable makes it possible to send messages six times as quickly as through a cable with a similar core without the band. It is expected that the new cable will enable something like 1,500 letters a minute to be transmitted. The whole of the cable industry is watching the experiment with great interest, upon its success further developments depend.

The new cable is to be used in connection with a cable of the ordinary type which an Italian company is laying between Italy and the Azores. When the Italian cable is completed there will be established for the first time submarine cable communication between Southern Europe and North America.

The new cable has been manufactured and laid by the Telegraph Construction and Maintenance Co., of London, the which laid the original Atlantic cable. The weight of the cable carried in the *Colonia* was between 8,000 and 9,000 tons.

HOW A MESSAGE IS SENT.

The method of sending a cable message is thus explained:—Signalling currents in an ordinary submarine cable reach the far end gradually, taking time to raise to their full strength, the speed of signalling being retarded by this slow rise of current. In order to record the signal it is necessary to wait until the current has risen to the value required to work the receiving instruments, and the sending must be timed to allow one signal to be recorded before the next comes in. In the case of an ordinary Atlantic cable the interval between two consecutive signals is about one-tenth of a second. If the cable is "loaded," as in the case of the new cable by wrapping the conductor with a material highly permeable to magnetism, the current rises much more rapidly to the required strength; the time interval may be reduced to about one-sixtieth of a second, and the speed of signalling is proportionately increased.

One may represent the electric current in a cable as starting out full of vigor, but without help it would reach the distant end quite exhausted. This diminution is caused by the arch-enemy of the electric current, the "Leiden jar effect." A cable message coming, say, from Australia to England passes through ten re-transmitting points, so that the current is supplied with new impulse of vigor. On a long cable at each end is a very sensitive instrument called a "maguifier," which magnifies the incoming currents and increases working speed about one-third.

Oliver Heaviside, the great English mathematician, pointed out as long ago as 1885 that the "Leiden jar effect" might be overcome by the addition of inductance. In 1892 the late Dr. Silvanus Thompson worked out a scheme, which he patented for utilizing in a practical manner Heaviside's ideas; and later still Dr. M. A. B. in his work on "The Theory of the Submarine Telegraph and Telephone Cable," advocated the "loaded" type for long-distance submarine telegraph cables. It is due to Mr. Newcomb Carlton that the investigations, conclusions, and test of Heaviside, and M. A. B. are now to be tried out. Credit is also due to the Western Electric Company for having produced the metal alloy of nickel and iron, "Permalloy," which, wrapped round the conductor in the form of tape, enables the speed of signalling to be so greatly increased, and to the Telegraph Construction and Maintenance Company for manufacturing the cable and having built and equipped with special machinery a new wing to one of their factories for the purpose.

HONGKONG SHARE MARKET.

CLOSING QUOTATIONS.

DECEMBER 3rd, 1924.	
Hongkong and Shanghai	\$1,170 b. \$11.75 ss.
Banks	\$1,170 b. \$11.75 ss.
Canton Insurance	\$730 b.
Union Insurance	\$370 ss.
Hongkong Fire Insurance	\$485 b.
Douglas Steamships	\$49 ss.
E.K. & M. Steamboats	\$394 nom.
Star Ferries	\$117 b.
China Sugar	\$35 nom.
Langkat (Combined)	\$14 1/2 b.
Kowloon Wharves	\$209 nom.
Whampoa Docks	\$150 ss.
Shanghai Docks	\$102 b.
Hongkong Wharves	\$195 b.
New Engineering	\$185 b.
Hongkong Land	\$107 ss.
Hongkong Hotels (old)	\$163 ss. (new) \$184 nom.
Hampden Estates	\$23 ss.
Evo Cotton Mills	\$11.80 b.
Shanghai Cottons (old)	\$11.80 b. (new) \$12.80 b.
Oriental	\$11.80 b.
Cement	\$22 1/2 b.
Hongkong Ropes (combined)	\$60 b.
China Provident (combined)	\$33 b.
Dairy Farms	\$244 b.
Waterboats	\$13 b.
Waiwai	\$22 (old) \$22 (new) \$12 nom.
Hongkong Electric	\$244 nom.
China Lights	\$244 ss.
Hongkong Tram	\$104 b.
Peak Tramways (old)	\$28 ss. (new) \$111 b.
"Shell" Transports	\$24 b.
b-buyers; s-sellers; ss-sales.	

Prince Arthur of Connaught was installed as Provincial Grand Master, Mason of Berkshire by the Duke of Connaught (Grand Master), on October 18th.



DUTY

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2.—It has no valve to grind and no carbon to clean.

The combustion chamber is completely surrounded by water and an alloy piston noted for its great heat radiating qualities is used so neither the combustion chamber nor the head of the piston gets hot enough to bake mixture effectively.

3.—It is the only type of motor that improves with use.

While carbon can not form in the combustion chamber, still a certain amount of the residue from the burnt gases works up behind the wide sealing ring in the cylinder head and as this building in process obtains, it keeps pushing this sealing ring more tightly against the inner sleeve until it completely seals the compression chamber developing more power with every mile the motor is drawn.

4.—It is the only type of motor that wears in while other wears out.

All parts in the Willys-Knight car are assembled with wide clearance between each other and oil is forced into these clearances under heavy pressure so that the entire assembly is lapping or wearing in on these heavy films of oil instead of wearing out. In other words, every bearing in this motor is an oil bearing instead of a metal bearing which is necessary in the construction of a poppet valve motor in order to keep it quiet with subsequent quick wear and noise.

It has eliminated one hundred and sixty two quick-wearing parts necessary in the operation of a cylindered poppet valve motor. There are no hammering parts such as cams striking against push rods, push rods against valve stems, or valve heads snapping back into their seats through the medium of heavy springs, etc.

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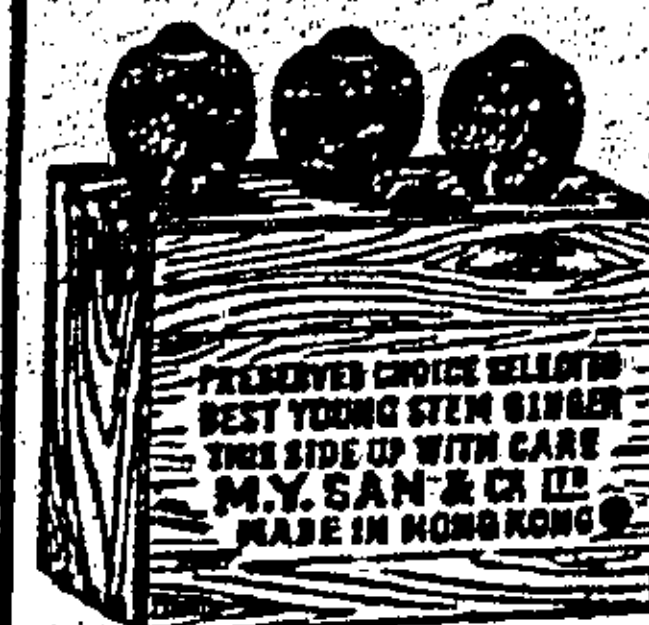
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AMERICA'S THANKS- GIVING DAY.

ITS HISTORICAL BACKGROUND.

When the American community of Canton celebrated Thanksgiving Day last week at the campus of the Canton Christian College, a very interesting address was delivered by the Rev. M. T. Rankin, in which he gave the historical background of the festival.

He said: If we are fully to understand the true meaning and spirit of Thanksgiving Day, we must know the history of the Day. If we are to observe the occasion in its true spirit at this gathering, we must acquaint ourselves with the conditions which produced the first Thanksgiving Day in America, and with the history through which the Day has come to be one of our most characteristic observances. Therefore, I wish to present for your consideration a discussion of the subject, the Development of Thanksgiving Day in American History.

EARLY HISTORY.

The first Thanksgiving Day in American history was observed in the fall of 1621, just after the first harvest had been gathered by the Plymouth Colony. This observance was the spontaneous expression of a spirit of gratitude to God. It is this spirit which we must understand in order to make the present occasion a true observance of Thanksgiving Day. The conditions which produced this spirit of gratitude to God had their beginning in the earliest attempts to plant colonies in America. We of to-day cannot possibly realize the tremendousness of these early attempts. Though Columbus had many years before explored the secret of the "Sea of Darkness" which had lain so silent all through the centuries, the crossing of the Atlantic was still an undertaking to be attempted only by the bravest of hearts. And after the Atlantic had been safely crossed, the great continent lay before the would-be settlers "a veiled and virgin shore," its temper untried, its wilderness unexplored. As early as 1483 Sir Humphrey Gilbert went out to Newfoundland, and lost his life seeking a harbour to the Southward where to plant a colony. The next year, Sir Walter Raleigh sent out two ships and left a party of one hundred and eight persons on the island of Roanoke to begin a colony. All that remains to history of that colony is the mysterious word "Croatan," which was found inscribed on a tree some years later when another party landed at that point. The fate of little Virginia Dare, the first child of English parents born on the American continent, together with the fate of the remainder of the party, has been kept a secret by the silence of the forests. Other attempts by the French and Spaniards had been equally as futile.

THE FIRST SETTLEMENT IN VIRGINIA.

It was in April of 1607 when the three small vessels entered the lonely capes of the Chesapeake, bringing the company who were to make the first permanent English settlement in America, at Jamestown in Virginia. They had been on the seas for four months.

"It was a lonely age to be four months upon the great sea, for ships were rare, only from time to time, like pilgrims here and there, crossing the waters. You were sure to see no sails anywhere as you went. And the land to which they came was as lonely as the sea, except for the savages who lurked within its forests. The three little merchantmen came none the less boldly in at the capes, however; and the tired men on board thought the shores of the vast bay within very beautiful with their fair meadows and goodly tall trees, there fresh waters running through the woods; better than any wine to men who for four months had drunk from the stale casks on the ships. And yet, the loneliness of those spreading coasts, wooded to the very edge, was enough to daunt even brave men." They chose a place for their settlement some forty miles from the mouth of the river and called it Jamestown. Eighty years before, there had been Spaniards upon that spot. No fewer than five hundred persons had settled there, but when the English put ashore, no trace remained to tell the tragic story of the earlier settlement. The place was as still and bare and lonely as if no man else had ever looked upon it.

A DESPERATE, STARVING TIME. This little party, though not to suffer the fate of their forerunners, was destined to endure much suffering and misery. Scarcely had the ships which brought them out weighed anchor for home than the people stood face to face with want and misery. They were an ill-fitted party for such an undertaking. More than half the number called themselves gentlemen; that is, were men of good blood enough, but had no occupation, no steady habit. Very few of the rest were trained workers of any sort. The things that were needed most to be done after the landing was made—the planting of crops, the building of houses, the dull labour of felling

trees and making a beginning in a wilderness—were the very things which most of the party knew least about doing. The result was that the suffering during the first few months was most bitter. Had it not been for the courage of Capt. John Smith, the party would have abandoned the settlement and left before autumn in the small boats which they had. During the winter Capt. Smith was very successful in his relations with the Indians, and was able to secure sufficient provisions to keep the colony comfortable. Ere many months, more settlers came to join the party. During the next two years, the affairs of the struggling colony were successful steered through many dangers and hardships by Smith. When, at last in the autumn of 1609, he was obliged to take ship for England, it looked as if the worst were over at Jamestown. There were about five hundred persons in the settlement when he left, a few of whom were women, making it seem that at last the lonely place would see homes established. But the absence of Smith proved a calamity. Added numbers had added little in quality or ability. The first six months following his absence witnessed "a desperate starving time" which no one who survived it, ever forgot. The well were far too few to care for the sick. Do what they could, only six persons remained to see the coming of spring. These determined to abandon the desolate and hopeless place as soon as possible, and the forlorn little party were actually on their way down the river when they are met by Lord Delaware bringing a large number of new settlers and fresh supplies. They reluctantly consented to return, and by nightfall the fires were again kindled on the hearthstones of the deserted village. During the months which followed, the colony, under the leadership of Lord Delaware, slowly struggled to re-establish itself. One early writer describes the daily life of the people during those months as follows:

"At the beginning of the day they assembled in the church, which was kept neatly trimmed with the wild flowers of the country, next they returned to their homes to receive their allowance of food. The hours of labour were from six in the morning till ten, and from two in the afternoon till four." Thus six hours of labour a day was required from every man in the colony. Nor were their labours in vain. Bit by bit the veil was lifted from the virgin shore, more and more the silence of the forest was broken by the ring of the axe; during the winter months, the sound of the hammer and of the saw gave evidence of a growing and prosperous village. The soil was made to bring forth its yield ever in enlarging measures, and the hostility of the Indians was largely overcome by being transformed into friendship or by the use of arms. During the next two years, other settlements were added to the Jamestown settlement, each with its fort and stockade, its military commander and discipline. In 1619 Captain Yearly returned from England bringing a document which made of their colony a little commonwealth. Under this charter, Captain Yearly was to call together representatives from the several plantations, and that assembly, sitting with the governor's council, was to have full rights to make laws for the colony. On the 30th of July, 1619, the new Virginia Assembly held its first meeting in the church of the church at Jamestown. We look back to this meeting as to the first representative assembly in America, as to the beginning of liberty and self-government in the English colonies.

THE PURITANS SAIL ON THE "MAYFLOWER." Now let us turn our attention to another significant stage in the development of those conditions which produced the first Thanksgiving Day in American history. While the Jamestown colony was slowly making its way to stability, forces were at work in England which were destined to send out another group of people who would make a permanent settlement on the bleak shores of New England. Those people of England who had suffered much under the intolerance of Queen Elizabeth looked to the ascension of James of Scotland with much hope for more religious freedom. But King James, though he had been a veritable Presbyterian as long as he was King of Scotland, completed the despair of the dissenting Puritans when he declared that "a Scottish presbytery agreeeth as much with a monarchy as God with the devil." The result was that a group of these Puritans fled to Holland in search of religious freedom. But they did not long remain satisfied in Holland, and so began to think of the far away shores of the New World as a place where to plant a colony based on religious liberty. Accordingly, representatives were sent to England to make preparations for the great undertaking. Had these people not been filled with a religious purpose in seeking to make a settlement in America, they probably would have abandoned the enterprise, before they left the shores of England. Much opposition and great difficulties were encountered in the preparations. But the determination of the

men could not be overcome, and so in September, 1620, a party of one hundred and two persons sailed on the *Mayflower*, intending to land on the northern coast of Virginia. Steers of weather kept the little ship nine weeks on the Atlantic, and when at last, in the bleak days of November they sighted land, it turned out to be Cape Cod, and not the Virginia coast, at all. The master of the ship had let his reckonings go wrong and found himself hundreds of miles above the place where he had intended to land. But nothing daunted, the party decided to make a landing, and seek a suitable place for the settlement. They took care first, however, to have some sort of government made ready for the landing. An agreement was drawn up and signed by all of the men of the party, whereby they bound themselves to accept the authority of their leaders. In attempting to understand the spirit of this settlement, we can not do better than to quote this agreement.

AGREEMENT MADE PRIOR TO LANDING.

"In the name of God, Amen; we whose names are under-written, the loyal subjects of our dread sovereign King, James, having undertaken, for the glory of God, and advancement of the Christian faith, and honour of our King and country, a voyage to plant the first colony in the northern parts of Virginia, do by these presents, solemnly and mutually, in the presence of God and one another, covenant and combine ourselves together into a civil body politic, for our better ordering and preservation, and furtherance of the ends aforesaid; and by virtue thereof, to enact, constitute and frame such just and equal laws, ordinances, acts, constitutions and offices, from time to time, as shall be thought most convenient for the general good of the colony. Unto which we promise all due submission and obedience. "Here we have portrayed the spirit and purpose in which the settlement was made." The document having been signed, preparations were made to effect a landing.

TESTING TIME FOR THE PILGRIMS.

"The shores of the sea within Cape Cod by no means showed the soft summer aspect which Capt. John Smith had found upon them in 1614 when he cruised along these coasts. They had reminded him then of green Devonshire and the soft slopes of England. But now they were bleak and frosted and desolate. The pilgrims were not men to lose heart, however, and their leaders were of such quality as to relish difficulty and find a zest in daring." And many were the occasions during the following months which called out this quality. The weather was so bitterly cold that very little exploring could be done, and it was the latter part of December before a place suitable for a settlement could be found. Ridpath, in his history of the U.S., describes the experiences of those days in the following paragraph:

"It was now the dead of winter. There was an incessant storm of sleet and snow, and the houseless immigrants, already enfeebled by their sufferings, fell a-dying of hunger, cold and exposure. After a few days of exploration about the coast, a site was selected near the first landing, some trees were felled, the snow drifts cleared away, and on the 9th of January, the heroic toilers began to build New Plymouth. Every man took on himself the work of making his own house; but the ravages of disease grew daily worse, strong arms fell powerless, lung-fevers and consumptions wasted every family. At one time only seven men were able to work on the sheds which they were building for shelter from the storms; and if an early spring had not brought relief, the colony must have perished to a man."

A LARGE AND BOUNTIFUL HARVEST.

But the survivors were steadfast, as always. They elected Mr. Bradford governor in the place of Mr. Carver, who had succumbed to the ravages of the winter, and went on with their fight to live. Such was their hardihood that no one asked to return to England when the *Mayflower* set sail in April. During the spring months grounds were cleared and crops were planted. Surely it must have been with anxiety that the pilgrims watched them spring up and grow. The fate of the colony, certainly its stability, depended largely upon their success in tilling the soil. Spring grew into summer and summer into fall, and with the seasons grew the grain. In the fall a large and bountiful harvest was gathered.

FOR RELIGIOUS LIBERTY.

Now may I apply the reason for tracing at some length the historical background of the first Thanksgiving Day in America. We recall the tremendousness of the early attempts to plant colonies on the American continent, the failure of Sir Humphrey Gilbert and others, of the unknown fate of Virginia Dare and her party; we think again of the success of the Jamestown settlement, which was accomplished only after twelve years of suffering and misery and death. Then we note this little band of pilgrims, who

in the light of the earlier attempts, realizing something of the hazards of their undertaking, sailed forth from England to plant a colony in America based on religious liberty. We notice their spirit, their religious purpose, their feeling of dependence upon God. We recall their experiences in landing. The winter with ravages of death and disease gone; a sufficient remnant to found a colony has been left; crops have been planted; the summer has passed, the harvest has ended, and the colony is safe. And then, a Thanksgiving Day was observed, the first in American history. Do we not catch the spirit of it? A spirit which can not be described, which can not be analysed, which must be felt. Thus I have tried to reproduce in a small way the background which created this early spirit in order that we might come to feel it.

WASHINGTON'S THANKSGIVING PROCLAMATION.

We of to-day are separated from that first Thanksgiving observance by three centuries, and yet, that early spirit seems to have lived through the years. It is seen in the Thanksgiving proclamation by Washington in 1789. The Revolutionary War had been ended; peace had been declared; the uncertainty of the first few years of independence had been passed, and the first National government had just taken office when President Washington issued the following proclamation:

"Whereas it is the duty of all nations to acknowledge the Providence of Almighty God, to obey his will, to be grateful for his benefits, and humbly to implore his protection and favours, now, therefore, I do recommend and assign Thursday, the 28th day of November next, to be devoted by the people of these States, to the service of that Great and Glorious Being."

AND LINCOLN'S.

The same spirit is to be seen again in the proclamation issued by President Lincoln in 1863, from which I quote only one paragraph:

"Whereas, The Senate of the U.S., devoutly recognizing, the supreme authority and just government of Almighty God, in all the affairs of men and nations, has by a resolution requested the President to set apart a day for national prayer and humiliation, and whereas, it is the duty of nations as well as of men, to own their dependence upon the overruling power of God,

Expressions of this spirit are found in the proclamations of President Wilson issued during the Great War in Europe, calling upon the nation to recognize its dependence upon God, to acknowledge him as the Beneficent Author of all our blessings, and to express our gratitude to him for the many favours he has been pleased to confer upon us. In the last proclamation by President Harding and in the one issued during the past year by President Coolidge, Thanksgiving Day is referred to as "one of the most characteristic observances of our nation." The history which we have just reviewed bears this statement out. So I may say that if we, in our observance to-day, would be true to the spirit of Thanksgiving Day which has come down to us through the years, we should recognize our national dependence upon God; we should acknowledge our blessings and our good fortunes as gifts of his mercy, and we should express to him our deepest gratitude for his merciful providence and his gracious gifts.

P. & O. DIVIDEND.

12 PER CENT. FOR YEAR. At the 84th Ordinary Central Meeting of the Peninsular and Oriental Steam Navigation Company, to be held at the Company's Offices on the 10th December, the Directors, after providing for the usual Dividend at the rate of 5 per cent. per annum on the Preferred Stock, less Income Tax, will recommend a dividend on the Deferred Stock of 6 per cent. for the six months, free of Income Tax, making, with the Interim Dividend of 4 per cent. paid in May, a total distribution on the Deferred Stock of 12 per cent. for the year. Dividend Warrants will be posted on the 11th December.

CINEMA NOTES.

WORLD THEATRE. Tom Forman's production of "The Girl Who Came Back" is now showing at the World Theatre. Mr. Harry Perry, the photographer, has revealed unusual methods in the making of this picture, through the newer methods of using powerful lights. "The plain, flat lighting of other days, already has given way to an effort to model a figure, causing it to stand out from its background, and seem to give depth to the picture," he says. "In experimenting with such three-dimensional photography, I was frequently annoyed by shadows and high-lights throwing certain features of a player into relief, creating the illusion of distortion." Then it occurred to me to use the mistakes I had made. I tried, by arranging the lights on my characters, purposely to accentuate certain features of my players. One subject was a "heavy." By shading his eyes, I increased the scowl on his face, and he became more convincing in his part. "Some day, perhaps, our players will arrive at the studios with storage batteries instead of makeup kits, and tubed lamps instead of rice powder!"

SUPREME COURT.

(BEFORE THE CHIEF JUSTICE (SIR HENRY COLLIER).)

THE LOCAL WILL CASE.
JUDGMENT RESERVED.

Yesterday was the fifth day of the hearing of the case in which a Chinese widow applied for letters of administration respecting her deceased husband's estate. The deceased man was a doctor who practiced under a British diploma in Hong Kong. The father of the deceased opposed the widow's application.

Mr. F. C. Jenkin appeared for the widow and Mr. Eldon Potter, K.C., for her father-in-law.

Mr. Potter, continuing his address to the Court, said that though he had asked plaintiff's witnesses to produce cases prior to 1911 to support their contention, they had not done so; and as a matter of fact, they could not do so. It was unthinkable that a daughter-in-law should go to Court on such a point. Such a dispute should have gone before the elders of the village concerned.

Mr. Potter argued that the Roman doctrine of *patria potestas* and the Chinese law and custom of pre-Republican days were practically analogous. In Rome a son, a son's son, and son's son's son were all subservient to the father. The father's right even extended to taking life. As far as Chinese law and custom went there were old ladies controlling the actions of their descendants in distant provinces. If the head of a family died leaving a wife she became the head of the family.

ANCESTOR WORSHIP A POTENT FACTOR.

The doctrine of *patria potestas* was modified in the later days of the Romans, but the Chinese law remained rigid. It was only of recent years that the Chinese came into contact with a civilisation greater than their own, but still the potent factor remained that Chinese law and custom was based on the worship of ancestors.

Counsel submitted that plaintiff was not the proper person to be appointed administratrix of the estate. If she were given letters of administration it would be giving her the position of head of the family, which was utterly wrong. Her upbringing and training as a Chinese lady did not render her suitable for such a position, and the real work would have to be done by someone else.

His Lordship reserved judgment.

KENNEDY TOWN FIRE.
WOMAN'S JUMP INTO STREET.

Shortly before four o'clock on Monday afternoon Hongkong Fire Brigade received a call from the No. 7 Police Station, and immediately proceeded to Catchick Street, Kennedy Town, where they found fire had broken out in two buildings, used as an ironmonger's store and dwellings.

In the panic that resulted from the discovery of the fire a Chinese woman jumped from the verandah of the first floor into the street, and was badly hurt. She was taken to Hospital.

Considerable damage was done before the Brigade could subdue the outbreak. The stop call was received at the Station at 5.20.

OLD LADY LOSES HER LIFE.

A later report states that some light, probably from a discarded cigarette, set fire to a pile of rattan on the first floor, where some 20 piculs are said to have been stored by the Pacific Rattan Company. The loss sustained by this Company is estimated at about \$5,000. The rattan was not insured.

It is now known that an old lady, aged 63, perished in the flames.

A DESTRUCTIVE FIRE AT WUCHOW.

THOUSANDS OF PEOPLE HOMELESS.

SCARCITY OF FOOD SUPPLIES.

A big fire broke out at Wuchow, on Sunday, in the business district of the city and great destruction has been caused. The fire was still spreading on Monday morning. The local fire brigade were endeavouring to cope with it by the old hand-to-hand bucket method.

Big stores of rice, foodstuffs and clothing are said to have been destroyed. Thousands of homeless people are sleeping in the streets on the outskirts of the city, and it is becoming difficult to find food for these refugees.

The Customs officers' quarters, the residences of the Standard Oil and Asiatic Petroleum Companies' managers, and other foreign buildings, did not appear to be threatened by the outbreak when the steamer *Angoy* left the port.

According to a Chinese News Agency report, the fire destroyed nearly 1,500 houses and caused damage approaching \$10,000,000.

CONSPIRACY CHARGE.

"SOLICITORS' CLERKS' CASE" RESUMED.

FIRST DEFENDANT'S EVIDENCE.

Before Mr. J. R. Wood at the Central Magistracy yesterday afternoon the case in which Lo Shu Fan and Cheung Pui Chuen, alias Charles Kent, two clerks in the employ of Messrs. Hastings & Hastings and Dennis & Bowley, are charged on three counts was continued.

It is alleged that they conspired together to defraud Wong Tak Yin, of her property by false representations that Lo Shu Fan was owner of certain lands in the New Territories and had transferred the same into the name of the said Wong Tak Yin and desired to mortgage the same. The other two counts alleged that the defendants conspired together to induce the complainant by false representations to sign two deeds of sale.

In the last two counts, the defendants are alleged to have acted in conjunction with Au Hon Fu and Ho Sai Lok, son of the complainant.

Mr. M. K. Lo prosecuted and Mr. E. Davidson appeared on behalf of the defendants. Mr. H. S. Fitzroy, instructed by Messrs. Lee & Russ, watched the proceedings on behalf of Lau Shau Cho, the purchaser of certain property, involved in the case.

Lo Shu Fan, the first defendant, was still under his examination-in-chief by Mr. Davidson when the proceedings were resumed yesterday afternoon, and after detailing various payments made to Ho Sai Lok by Mr. Lau after Wong Tak Yin had signed various documents, he proceeded to describe a meeting at the Chung Yuen Restaurant, Yaumatei, between Mr. Brewer, Au Hon Fu, Ho Sai Lok, and himself. He said that on the morning after this meeting he went to Mr. Arculli's office to try to get some paper, but was unsuccessful. On leaving, he met Mr. Brewer, who took him back to Mr. Arculli's office.

Mr. Davidson: Ho Sai Lok has sworn that money was paid for costs to Mr. Arculli and Mr. Brewer. Did you provide any of this money?—No.

You have heard Ho Sai Lok's evidence with regard to keeping reports out of the papers, and stating that you provided \$500 for this purpose. Is that true?—No.

Witness explained that the reason why he took so much trouble to introduce Ho Sai Lok to legal people was that Ho Sai Lok had promised to pay him for doing so.

Cross-examined by Mr. M. K. Lo, witness said that the first time he began to think that there was or would be any trouble over the three agreements was about the beginning of 1923.

What did you actually suspect then?—I suspected that the deeds might be in somebody else's possession.

Pressed, the witness stated that he began to suspect that the deeds might be in the hands of Mr. Ho Kom Tong.

Mr. M. K. Lo: You have been in a solicitor's office for a number of years. Have you ever known a concubine sign documents dealing with property without the husband being present?—I did not know that she was a concubine.

Mr. Lo repeated his question and witness replied that it was not necessary for the husband to be present in such cases.

Have you ever known a single case in which a mortgagee was willing to advance money without title deeds?—Yes.

Mr. Lo asked the witness if he could mention one such case off-hand, and receiving no answer, challenged him to produce such an instance by the next hearing, on Friday.

How long had you known Au Hon Fu before this affair?—For many years. As far as you knew, did you consider him to be an honest man or a shark?—I had nothing against his private character.

You say that Ho Sai Lok instructed you to make a statutory declaration as to the loss of the deeds?—Yes.

How were they lost?—I do not remember.

The hearing was adjourned until next Friday afternoon.

TIFFIN.

OR "TIMES ARE OUT OF JOINT."

A friend of mine asked me to tiffin; I accepted his offer with glee. Because I was told it would be at a place.

That oft I had wanted to see.

"An entrée," said he, "to begin with I think will about fill the bill." And to my amazement the entrée they brought.

Was some onions and steak from the Grill.

"A little Cold Joint to go on with!" "Can do," but I opened my eye.

When I found the Cold Joint at this wonderful place.

Was a piece of a Cold Chicken Pie.

Later on I asked: "Is it a leg-pull?" As I thoughtfully puffed at my pipe. Said he: "No, it is just their original way."

Last week this Hot Joint was Stewed Tripe."

A Yisroel.

CANTON NEWS.

(FROM OUR CHINESE CORRESPONDENT.)

THE MAYORAL ELECTION.

The attempt of the Kuomintang Bolsheviks in Canton to stage a preliminary election for Mayor of Canton in order to comply with a recent promise by Dr. Sun Yat Sen to return the city to the Cantonese, ended in failure on November 30th, when the Workers Conference of the Kuomintang itself advised the wholesale abstention of its comrades from the poll. Only 2,312 out of more than 40,000 "Reds" sanctioned to vote, exercised the privilege.

The three candidates nominated by the Workers and their votes received follow: Hu Wei, a brother of Governor Hu Han-min, 1,381 votes; Mak Chong Chung, 332; and Tam Hung Chuen, 68. More than 85 labour unions in Canton, on December 1st, held a meeting at the Tea House, Guild, Soo Po Hong Street, and formally protested against the farce of November 30th, declaring that resort had been made to bribery.

The Merchants' on November 30th nominated the following three candidates for Canton Mayor: Wong Tong, who received 316 votes; Dr. C. C. Wu, 470; and Li Long Yu, 483. There was no dispute among the merchants during the polling for the nomination.

The students had several fights which ended in the arrest of three persons during the nomination. The candidates who will stand for the students in the coming run for Mayor of Canton will be Dr. C. C. Wu, Lam Wen Koi, and Hu Wei.

The students, merchants, and workers, in three separate pollings, have also each elected 12 mayoral electors, making 36 in all. The Governor in Canton will organize an electoral college of 12 members by picking four mayoral electors from each of the three constituencies, and these 12 mayoral electors of the electoral college will elect a major from the three candidates nominated by the Governor, the nominees being one from each of the three classes: merchants, students, and workers.

RETURNED STUDENTS' ASSOCIATION.

The Euro-American Returned Students' Association in Canton, an organization of Chinese graduates from European and American colleges and universities, have elected the following officers for the coming year, 1925: Lam Yat-man, president; Dr. Hoi A. Cheng, vice-president; Pond Lee, treasurer; Chang Shau Min, Chinese secretary; Lum Tin Kut, English secretary; Lee Tak Fun, recording secretary. The Association will hold its annual reunion on New Year's Eve, when a banquet, to be followed by entertainments and a dance, will be the programme.

GOVERNMENT AND THE CHAMBER OF COMMERCE.

The Kuomintang General Headquarters in Canton has notified the General Chamber of Commerce of that city that "no more communications from the Chamber will be replied to unless the Chamber will comply with the acting Generalissimo's order to elect another president to succeed Mr. Chan Lim Chung, who has been accused of treason against the Red authorities on account of his connection with the Canton Merchants Volunteers. The Chamber has so far taken no action regarding Mr. Chan, and its recent appointment of Mr. Fan Cho Li as acting president without affecting the status of Mr. Chan did not meet with the approval of the governing authorities in Canton, who are insisting that the Chamber must relieve Mr. Chan of office altogether."

THE LATE DR. WU TING FANG.

The urn containing the ashes of the late Dr. Wu Ting-fang, who died in Canton in the summer of 1923, will be removed from the home of his son, Dr. C. C. Wu, No. 4, Man Tak Tung, Canton, at 10 o'clock on the morning of December 6th, the final interment taking place at noon, in the Yi Mong Kong Cemetery, east of the City. The highest authorities in Canton, both civil and military, together with leading citizens, will attend the funeral. Dr. Wu Ting-fang, at his death, was acting Civil Governor of Kwangtung, and concurrently Minister of Foreign Affairs of Dr. Sun Yat Sen's Cabinet. Dr. Wu was at one time Chinese Minister at Washington and Premier of the Republic of China.

VODKA DISCOVERED ON AMERICAN SHIP.

When the American steamer *West Jessup* arrived in Hongkong on Monday, the Master handed over to the Revenue Officers 621 lb. tins of vodka, which had been discovered concealed in the bunkers. No one has come forward to claim the shipment, and it is not known where it was intended to take it.

JAVA SUGAR KING'S WILL.

A \$50,000,000 ESTATE.

DISINHERITED SONS, AND DAUGHTERS.

It has transpired in Court proceedings at Singapore over the will of "the Java Sugar King," the late Oei Tiong Ham, that he left Mrs. Wellington Koo, one of his daughters by his first wife \$1,000,000. There were 13 daughters altogether and eleven were left portionless. Deceased also disinherited two sons and cut off another with \$200,000. Deceased's estate is computed at approximately \$50,000,000. He provided his first wife with a legacy of one million dollars.

The question in dispute was whether the testator had acquired domicile in Singapore. On the day before he left Java, three years ago, he made a will in the Dutch form which expressly recognised the limitations of the law of Netherlands Indies on testamentary capacity. He was at the time anxious to avoid the heavy burden of new taxation about to be introduced in the Netherlands Indies. The testator consulted a Dutch lawyer and was advised that he could avoid that liability by making a permanent home elsewhere than in the Netherlands Indies. He accordingly left the Netherlands Indies on April 16th, 1921 and came to Singapore. In January, 1922, he made another will, in which he expressly declared that his domicile was in the Straits Settlements, and the wish and intention that his will should be construed as if he were until his death domiciled in the Straits Settlements. In the will admitted to probate he made a similar declaration. There could be no doubt, said the Chief Justice, in delivering judgment that he thoroughly understood the legal notion associated with the word "domicile." The change of residence considered alone would not warrant the inference that there was a change of domicile; the declaration in his will considered alone would not warrant that inference; but the two things taken together, in his lordship's opinion, manifested a clear change of domicile, and pointed irresistibly to the intention the deceased had in April, 1923, a fixed and settled purpose to make Singapore his permanent home, abandoning his former one.

Mr. Justice Barrett-Lennard, in a concurring judgment said that, viewing all the facts, he had with considerable reluctance come to the conclusion that the testator did intend to effect a change of domicile and that the Court was bound to recognise his intention by declaring that at the date of his will and death he was domiciled in the Straits Settlements. Without knowing all the facts, his lordship added, it did strike one as somewhat unjust that, not only two sons, but a number of the testator's daughters should be disinherited, and deprived of the rights which the maternal Government of the Netherlands East Indies decreed to be theirs.

The appeal against the Singapore will was accordingly dismissed.

"FATSHAN" SEARCH MYSTERY.
POLICE SWOOP. SUDDENLY ON CANTON STEAMER.

A certain element of mystery surrounds a search by a strong force of the local constabulary, directed by the Hon. Mr. E. D. C. Wolfe, Captain Superintendent of Police, on board the s.s. *Fatshan* last Monday night just as she was about to cast off from the wharf at Hongkong on her journey to Canton.

A number of policemen, estimated at about 150, had been posted at various points along the Praya and at the ends of the side streets giving on to it; and on the blowing of a whistle closed in on the entrance to the wharf to prevent suspected persons from leaving it. Some of the constables, under their superior officers, boarded the ship and searched her thoroughly, but apparently without finding what they sought.

The sailing of the vessel was delayed for about an hour and a half, and when she finally set out on her voyage, a party of some thirty policemen remained on board. The reason for this step is not stated.

A *Daily Press* representative who made enquiries yesterday, understands that certain information was given to the police from an outside source, but that so far it appears to have little foundation.

HOCKEY.

CLUB "A" v. 25th BDE. R.A. The following will represent the Club at Happy Valley to-day at 4.50 p.m.: J. H. Keane, H. O. McNamara, J. Kinross, W. H. Locke, L. A. B. Duncan, D. S. Green, C. F. Lloyd, H. G. Gardner, L. B. Blacking, J. C. Faers, and A. Bower (capt).

Christmas Suggestions

SUITABLE GIFTS FOR YOUR MEN FRIENDS.

SILK HANDKERCHIEFS
PURE SILK SCARVES
ART SILK SCARVES
WOOL SCARVES
PURE SILK SOCKS
SILK AND WOOL SOCKS
CASHMERE SOCKS
GOLF HOSE
GOLF GARTERS
WIDE END SILK TIES
HAND KNIT SILK TIES
BOW TIES
GLOVES
WALKING STICKS
UMBRELLAS
SILK DRESSING GOWNS
JAEGER DRESSING GOWNS

LETTER CASES
POCKET WALLETS
DOCUMENT CASES
ATTACHE CASES
SUIT CASES
KIT BAGS
WRITING CASES
TOBACCO POUCHES
JAEGER SLIPPERS
LEATHER SLIPPERS
TRAVELLING SLIPPERS
COMFY SLIPPERS

AND

THOUSANDS OF OTHER GIFTS THAT ARE SURE TO PLEASE.

LANE, CRAWFORD, LTD.

GREEN ISLAND CEMENT CO., LTD.

Best Portland Cement

SHEWAN, TOMES & CO.

GENERAL MANAGERS,
HONGKONG.

"REGAL" RECORDS

SCOTCH SONGS

6529 THE STAR OF ROBBIE BURNS
AFTON WATER
6537 WERE A SCOTCH HERE
BOYNE DUNDEE
6538 JESSIE'S DREAM
THE NAMELESS LASSIE
7113 MY AIN WEE HOOSE
HURRAH FOR THE HIGHLANDS

ANDERSON'S.

Wm. Powell & Co. Telephone C. 3146.



ANOTHER NEW AGENCY.

We have been appointed
Hongkong Agents for the
WHEARY-BURGE TRUNK COMPANY.

In richness of appointments, in sturdiness, convenience and compactness the Wheary Trunk is without equal and quality considered, it is priced to satisfy your purse.

If you are contemplating a journey or not you are invited to call and inspect them.

Price from \$110.00 to \$195.00

NEW ADVERTISEMENTS

ROYAL HONGKONG GOLF CLUB.

NOTICE IS HEREBY GIVEN THAT the ANNUAL GENERAL MEETING will be held at 3.30 P.M. on MONDAY, 15th DECEMBER, 1924, in the Board Room of Messrs. JARDINE, MATHESON & Co., Ltd.

BUSINESS:—Annual Report and Accounts. Election of Officers and Committee. Resolutions (if any) submitted by Members.

Any Resolutions or Nominations to the Committee should reach the Undersecretary in writing by 5 P.M. THURSDAY, 11th DECEMBER.

By Order of the Committee,
F. D. MATTHEWS,
Secretary, R.H.K.G.C.
Hongkong, 2nd December, 1924. [1552]

NOTICE.

THE HONGKONG TUG & LIGHTER CO., LTD.

WE beg to give Notice that a Call of \$2.00 per Share has been made upon all Members holding Shares upon which only \$4.00 has been paid, and that the same will be payable to the Bankers of the Company, The Hongkong and Shanghai Banking Corporation, at Hongkong, on or before the 10th JANUARY, 1925.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 1st December, 1924. [1552]

NOTICE TO CONSIGNEES.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER "K H I V A."

ARRIVED HONGKONG ON 30th NOVEMBER, 1924.
FROM ANTWERP, LONDON, MALTA, PORT SAID, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns of Kowloon Wharf and Godown Company's Godowns at Kowloon, where such Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless Instructions have been given to the contrary Six hours before Arrival of the Steamer. Goods not cleared within 8 days, including date of arrival will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. Gordon & Douglas, at 10 A.M., on Mondays and Thursdays.

All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE & CO., Agents.

Hongkong, 30th November, 1924. [1553]

NOTICE TO CONSIGNEES.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER "SOUDAN."

ARRIVED HONGKONG ON 30th NOVEMBER, 1924.
FROM BOMBAY, COLOMBO & STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns of Kowloon Wharf and Godown Company's Godowns at Kowloon, where such Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This Vessel brings on Cargo from Persian Gulf ex B.I.S.N. and B. & P.S.N. Co.'s Steamers.

Optional Goods will be landed here unless Instructions have been given to the contrary 6 hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. Gordon & Douglas, at 10 A.M., on Mondays and Thursdays.

All Claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE & CO., Agents.

Hongkong, 30th November, 1924. [1554]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD. AND OHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "TELESAR"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 1st December.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon within the free storage period of one week.

No Fire Insurance will be effected after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 8th December, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersecretary on or before the 22nd December, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 30th November, 1924. [1555]

INTIMATIONS

NOTICE.

HONGKONG SHAREBROKERS' ASSOCIATION.

THE following are Members of the above Association:

A. H. CARROLL	Soo Pui Shiao
M. A. RALACE	W. J. CARROLL
J. W. KEE	P. M. HODGSON
O. KITCHEN	M. P. LO
YIP YUNG PAK	P. N. V. RICHIE
F. M. L. SOARES	LAY TAI PO
H. E. EDWARDS	A. A. LOPEZ
V. F. GROSS	F. N. D'ALMEIDA
V. YANOVICH	JACK BERNAL
A. P. GRAVES	G. A. HARRIMAN
H. M. H. ESKELL	Soo Pui Chien
Harvey O. O'DELL	

By Order of the Committee,
J. W. KEE, Secretary.

Hongkong, 12th May, 1924. [774]

NOTICE.

HONGKONG STOCK EXCHANGE.

THE following are Members of the above Exchange:

ABRAHAM, EBER	LAMBERT, H. A.
ALVES, A. A.	LOGAN, W.
BAGLEY, J. T.	MATTHEWS, R. T.
BENJAMIN, V.	NISSEN, A.
BIRKETT, H.	OLSON, C. W.
COX, M. J.	PERKINS, R.
CROUCHER, N. V. A.	PORTER, G. H.
ELLIS, F. M.	PORTER, P. G.
GOULD, J.	RAYMOND, E. M.
GUTTERER, A. A.	SILVA, P. M. N. d.
KAY, FRED.	SMITH, F. E.
LAMBERT, GEO. P.	TESTER, F.

By Order of the Committee,
A. NISSIM, Secretary.

Hongkong, 6th May, 1924. [775]

FOR ATTENTION OF MASTERS OF NORTH-BOUND STEAMERS.

AS, During the North-East Monsoon there is always a possibility of North-bound Steamers Running Short

OF BUNKER COAL,

This is to Inform You that TAIT & CO., AMOY (A Well-protected Port with Good Anchorage) have Stocks of

GOOD JAPANESE BUNKER COALS

AT REASONABLE PRICES.

Wireless Messages via Hongkong or Fuzhou are Re-transmitted by the Great Northern Telegraph Co. and a Wire to "TAIT" or "COALBUNKER" AMOY, will Receive their Prompt Attention.

Bentley's Complete-Phrase Code used.

[1437]

LLOYD TRIESTINO S.N. CO.

NOTICE TO CONSIGNEES.

The Steamship "ROSANDRA"

FROM TRIESTE, VENICE, BRINDISI,

PORT SAID, MASSA, ADEK,

COLOMBO, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless Notice to the contrary be given before 1st instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th instant, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersecretary on or before the 17th inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 6th instant, at 10 A.M., by our Surveyors, Messrs. Gordon & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, 1st December, 1924. [1556]

NOTICE TO CONSIGNEES.

ELLERMAN LINE.

FROM UNITED KINGDOM AND CONTINENT.

THE Steamship "CITY OF KARACHI"

having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk in the Godowns of Holt's Wharf, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 6th December, 1924, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersecretary on or before 13th December, 1924, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays between the hours of 10.45 A.M. and Noon, within the free storage period of one week.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.

Hongkong, 1st December, 1924. [1558]

FOR EUROPE AND AMERICA, INDIA, AUSTRALIA, &c.

Comprehensive and Complete Record of the

NEWS OF THE FAR EAST

Is given in the

HONGKONG WEEKLY PRESS

with which is incorporated

"THE CHINA OVERLAND TRADE REPORT"

Subscription, paid in advance—\$15 per annum for delivery in Hongkong; including Postage to any part of the world—\$15.

INTIMATIONS

NOTICE.

I beg to state that On and After 1st DECEMBER, 1924 My Office will be on 8th Floor, PEDDER BUILDING, No. 12, PEDDER STREET. Tels. C. 4687, O. 4803.

A. W. GRAHAM-BROWN,
A.R.I.B.A., R.S.A. (Scott.),
ARCHITECT & SURVEYOR.

[1547]

NOTICE OF REMOVAL.

GIBB, LIVINGSTON & CO., LTD.
THE HONGKONG ELECTRIC CO., LIMITED.

ON and After 1st DECEMBER, 1924, Our Address will be as follows:—
NEW P. & O. BUILDING.
[1531]

THE HONGKONG SOCIETY FOR THE PREVENTION OF CRUELTY TO ANIMALS.

ANNUAL MEETING.

THE ANNUAL MEETING will be held in the Board Room of Messrs. JARDINE, MATHESON & Co., on THURSDAY, 4th DECEMBER, at 5.30 P.M.

BUSINESS:—The Passing of the Report and Accounts. The Election of the Committee and Officers for the ensuing Year.

B. L. FROST,
Hon. Secretary.

[1542]

NOTICE.

SCRIP No. 7886
100 SHARES IN THE
HONGKONG AND WHAMPOA DOCK CO., LTD.

No. 58544/63, 27589/93, 4192/94, 55627/634, 5569/63, 5231/90, 51667/76, 55635/94,
IN THE NAME OF MR. NG CHEUNG.

[1543]

NOTICE IS HEREBY GIVEN THAT the

above-mentioned Scrip the property of

MR. A. A. LOPEZ, of ALEXANDRA BUILDING, Hongkong, Sharebroker, has been obtained from him by false pretences and that any Person to whom the same is offered for Purchase should

be warned that the same At Once communicate with MR. A. A. LOPEZ at his Office, ALEXANDRA BUILDING, or at his Residence, No. 3, PRATT BUILDING, Kowloon.

Dated the 27th day of November, 1924.

A. A. LOPEZ.

[1543]

TO LET.

"A VA HOUSE" No. 1, MAY ROAD, From 15th March, 1925. Furnished. Seven-roomed House, 4 Bathrooms, Hot and Cold Water, Tennis Court, and Garden.

Apply to—
ABRAHAM V. APCAR,
Princo's Building.

[1519]

TO LET.

SPACIOUS OFFICES, in POWELL'S BUILDING, 12, DES VOGES ROAD (Central Position). Vacant: 1st JANUARY 1st, 1925.

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WEDDING ANNOUNCEMENT.

The wedding arranged between Mr. A. KIRK and Miss HILDA A. SMITH will take place at the Wesleyan Church, Wanchai, at 2 p.m. on Thursday, the 11th inst. No formal invitations are being sent out and no reception is being held. Friends are cordially invited to attend the ceremony at the church.

[1530]

Hongkong Office: 1A, Chater Road.

London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, DECEMBER 3rd, 1924.

THE FOREIGN TREATIES WITH CHINA.

THE Joint Note from the Powers to the Chinese Government on the subject of respect for foreign treaty rights, about which rumours were reported in a recent telegram from London, has not yet materialised, and it does not appear from the information published that there is anything like agreement among the Powers on the subject at the present time. But we observe that the report that such a step has been proposed in diplomatic circles has been eagerly seized upon for the purposes of Russian propaganda in China. According to the Soviet news agency in Peking "much indignation has been aroused in Chinese official quarters and public circles" over this report, though as far as we have been able to observe this "indignation" exists only in the imagination of the Soviet journalists. The Rosta News Agency publishes an interview with a "well-informed Chinese public leader" in which this wiseacre remarks that "it is quite natural for the foreign Powers to be for ever fearing for their treaties."

While madness of this description is being preached to the members of the Chinese Government by the Soviet Ambassador, it seems obviously desirable that the Powers should collectively seek a pledge from every new Government that comes into power in Peking, that it repudiates in the clearest possible manner this Bolshevik attitude towards the country's international agreements.

Robert Louis Stevenson died thirty years ago to-day.

Not a particle of rain fell in the Colony during the month of November according to the return from the Botanic Gardens.

The Manila Observatory report yesterday afternoon was that the typhoon was in about 115 deg. Long. E. and 16 deg. Lat. N., inclining northward.

A new prospectus of the Central British School (Kowloon) has been issued, which shows that an education is obtainable there equal to any school of its kind at home.

for these treaties have outlived their age, and they have no vitality unless they are supported by extraordinary measures." In the latter sentence the truth is told by mistake. The earlier treaties were made under pressure; some of the later treaties were the fruits of growing goodwill on the Chinese side and recognition of mutual advantages to be derived from them. But in the political chaos of the past few years the turbulent militarists have shown an increasing disregard of the country's solemn pledges to the Powers, and there has been frequent need on the part of the Powers to "support the vitality of the treaties by extraordinary measures." In the circumstances the "fear of the Powers for their treaties" is not only "quite natural," but fully warranted. According to the "well-informed Chinese public leader" interviewed by the Rosta News Agency, "the Peking Cabinet has not violated a single treaty or agreement, nor declared its intention to abolish the existing treaties." "This Chinese public leader is evidently not so 'well informed,' by a long way, as he ought to be on the subject. If he were he would have no difficulty in answering his own question as to what reasonable grounds the Powers have for making the proposed collective demand. His ignorance respecting the growing disregard of treaty obligations in China is only excused by his naivete in asking a Soviet propagandist what reasonable grounds the Powers have for making such a demand. It is true, he could have pointed to the fact that one of the first official acts of every man who has been thrust into the office of the President during the Republican era has been to announce that the Government will be faithful to the treaties made with the foreign Powers. We are prepared to believe that these announcements were inspired by a genuine wish to honour international agreements, but, unhappily, the political chaos in the country has made the promise illusory in many important respects. But when this 'well-informed Chinese public leader' asked a Soviet propagandist what reasonable grounds the Powers have for proposing to present a collective Note, he evidently ignored the fact that not only is Dr. SUN YAT SEN (who apparently is one of his political idols) persistently advocating the abrogation of the Treaties, but that he is inspired and actively supported in this activity by the Soviet Ambassador at Peking. Addressing a gathering at a banquet on Russia's National Day (November 7th) at which nearly all the members of the Chinese Cabinet of the day were present, M. KARAKHAN said:

"I was glad when I saw this morning the statement of the Chinese Minister of Foreign Affairs who spoke quite naturally in careful terms of the revision of treaties with foreign Powers as being in the order of the day. Now

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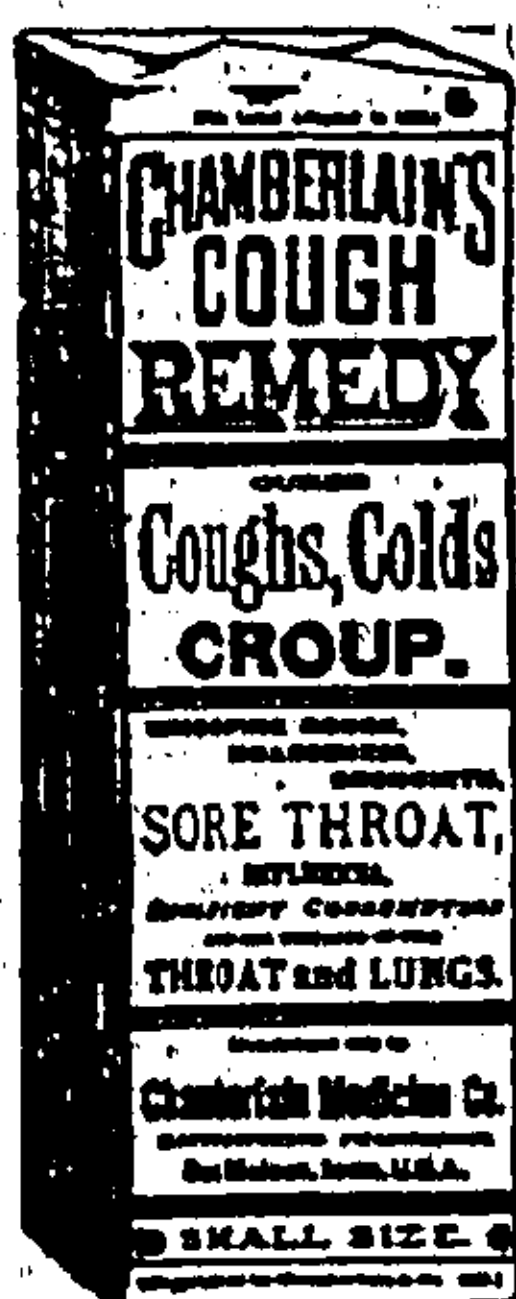
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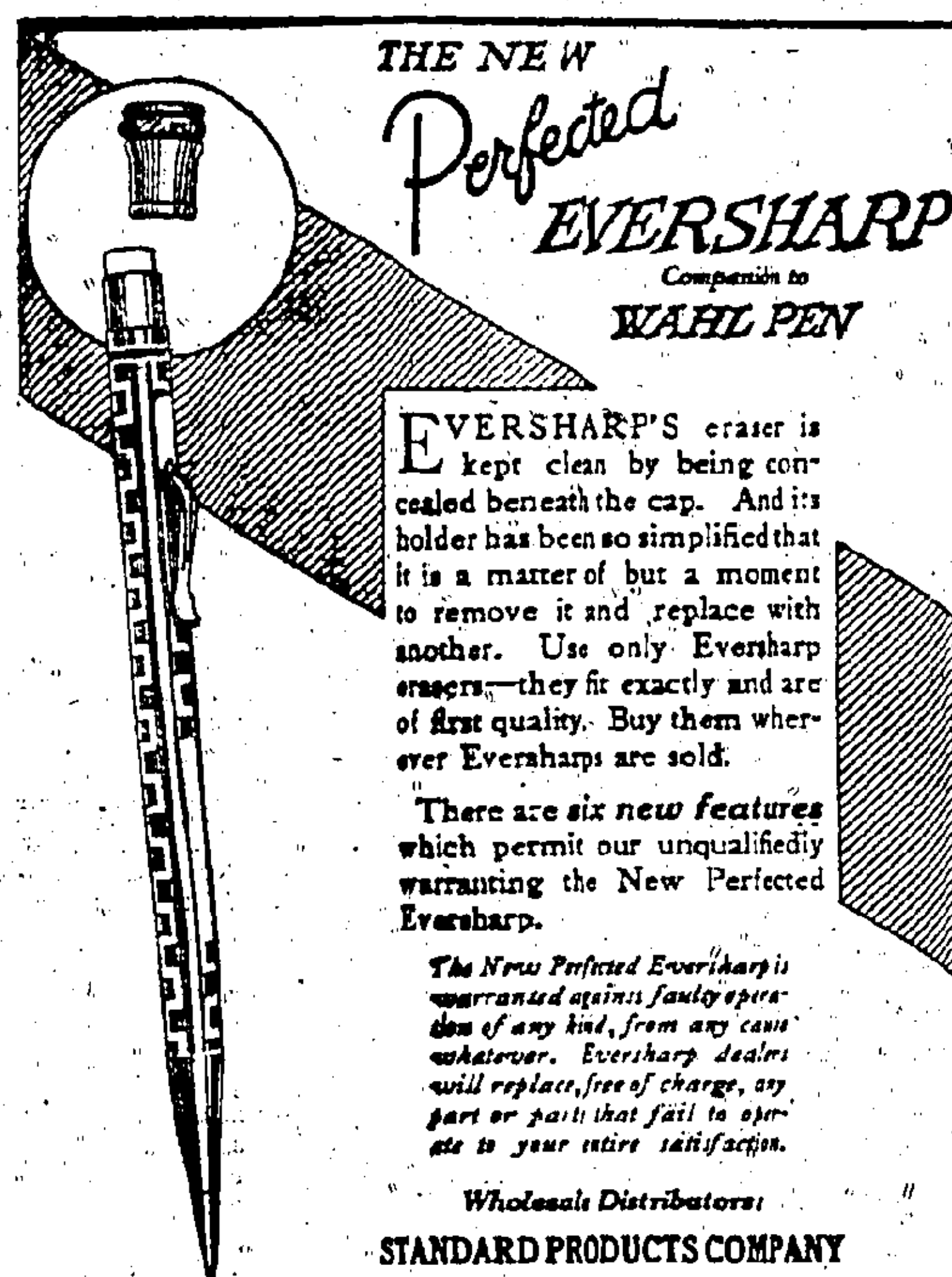
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WORLD THEATRE.

THIEVES OF FASHION.

MAKING A LIVING BY STEALING DESIGNS.

Dress designers in London are demanding protection against pirates, and asking whether it cannot be made a legal offence to copy a "model." In France such things are already protected, and in one case fines of £40 and £300 damages were imposed on two Paris dressmakers who counterfeited the "models" of a well-known fashion house. In this country pirates' victims have no remedy.

The evil is not confined to dressmaking. In the furniture trade it is a frequent cause of annoyance and loss, because large sums are paid for designs that are stolen by unscrupulous rivals, and many wealthy customers refuse to buy an article when they know that some of their acquaintances have duped them.

HOW THE SPY WORKS.

It is in dressmaking, however, that piracy is most rampant (writes a West-end designer). There are people whose whole time is devoted to stealing fashions. As a rule, the thieves are women with good memories and a faculty for rapidly conveying a design to paper. They enter a shop in the guise of ordinary customers, inspect the latest hats and frocks, and depart without having "seen anything to please them."

On reaching home, they sketch the designs they have been shown, and hand the drawings to their employers, who promptly turn out scores of copies of each. It happens sometimes that, when a genuine customer is shown a "model," she declares that she has seen the same thing elsewhere at a third of the price. But not infrequently other methods of piracy are adopted. Occasionally a spy obtains employment in a well-known house, and ultimately steals a model gown, which is reproduced by the score.

BEWARE OF PIRATES!

Another trick is to get a fashionable but impetuous woman to purchase "models" in the usual way, and to copy these on wholesale lines. This practice is particularly common in Paris. M. Paul Poiret, the famous creator of fashions, once stated that he had a list of sixty dressmakers who resorted to it.

The head of another Paris house, which has often been robbed in the same manner, is said to have exhibited the following notice: Madame, beware of the dress pirate! The designer's finger-print and signature are attached as a guarantee of originality to every exclusive model exhibited in our salons.

There is, too, a system of "sub-letting" frocks. A woman with very expensive tastes in dress buys costly gowns and actually wears them, but when she has nearly finished with them she lends them to a dressmaker, and the money she receives for the loan of the articles helps to pay for them.

TRICKS THAT CAN'T BE STOPPED.

Employees in expensive shops are often bribed to appropriate designs, copies of which are subsequently sent all over Europe, as well as to big cities in other parts of the world. For a first-rate "creation" there is an enormous market, and consequently the traffic in this is highly remunerative.

Of course, every possible precaution is taken against such thieving. Some of the most exclusive firms will not allow any woman to enter their establishments unless she shows her visiting card and proves her credentials; and even then, if she is a newcomer, they now show her some of their best "models." But piracy cannot be stopped.

Only the other day a wealthy woman returned an "exclusive" Paris "model" to the West-end firm to which she had paid a high price for it, stating that she had seen the same design in a small shop. As a result, a good customer was annoyed, because the woman had wished to wear the article at a special function.

THE HINDU BRIDE.

NO ROMANTIC COURTSHIP BEFOREHAND.

He was little more than a boy, and she was a mere girl, when parents and priests joined them in wedlock.

She had oftentimes envied the bridegroom, riding on horseback or seated in a gorgeous carriage, preceded by musicians and outriders, followed by massed bands and a huge assemblage.

To her, however, there was no elation of vanity in all the ceremonies which are the accompaniment of a Hindu marriage. The music of the Indian Banshi, so sweet, so soft, so weird, was to her ears the dirge of her maiden's freedom. In her father's house she was as free as the wind, but the marriage music whispered into her heart that she must soon put on the woman's veil.

Thus it came about that when these two were made man and wife, they had not seen each other. Custom, which claims the authority of religion in India, had decreed it so. His father had gone to see her and had found her acceptable. The family priest had found her of "good signs," and the family astrologer had compared the two horoscopes and found them propitious.

They saw each other for the first time before the altar. As the priest poured libations into the sacrificial fire and repeated texts from the Vedas, they stood side by side holding each other by the hand. Then at a word from the presiding priest, a silken veil exquisitely soft and white was thrown over them just as the bride's "maid" raised the thick, heavy veil in which the little bride had been shrouded and hidden from all eyes, thus leaving her exposed to the gaze of the bridegroom alone.

Thus they gazed upon each other whilst the band struck up a happy note and the sacred conch-shells were blown by happy mothers and innocent maidens. But they had no ears for these—they were lost for the moment in each other, and it was then he felt that for him there was not other girl in the world, and she knew she had found her lord, her ideal. He was her husband and therefore her king. No romantic courtship beforehand! None of the exquisite doubts and fears of early courtship days for the little

(Continued at foot of next column.)

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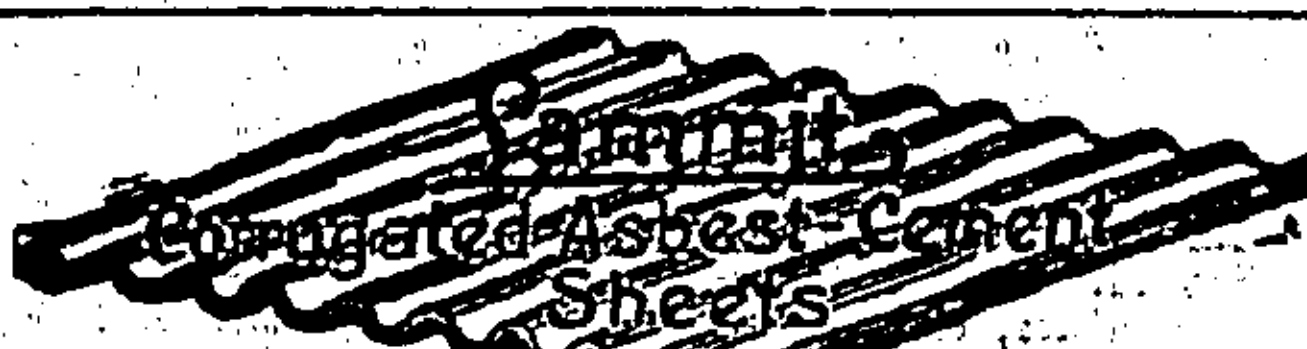


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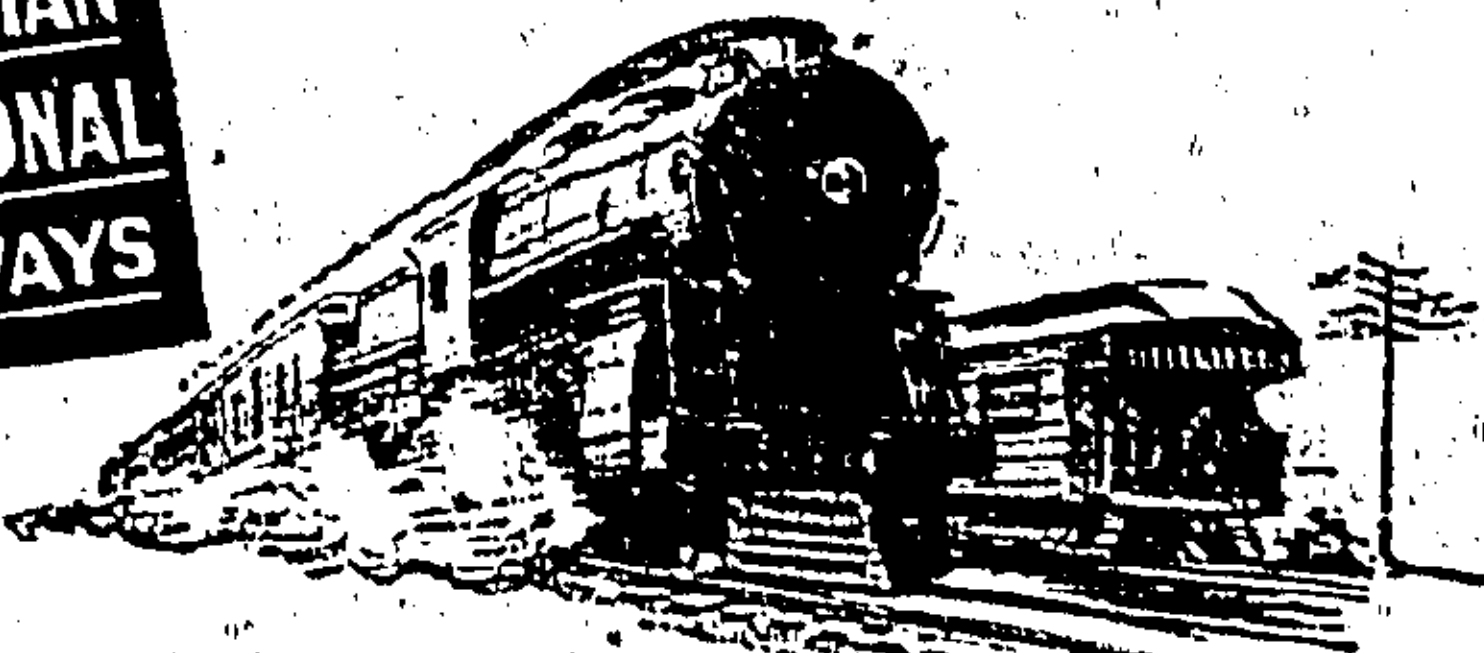
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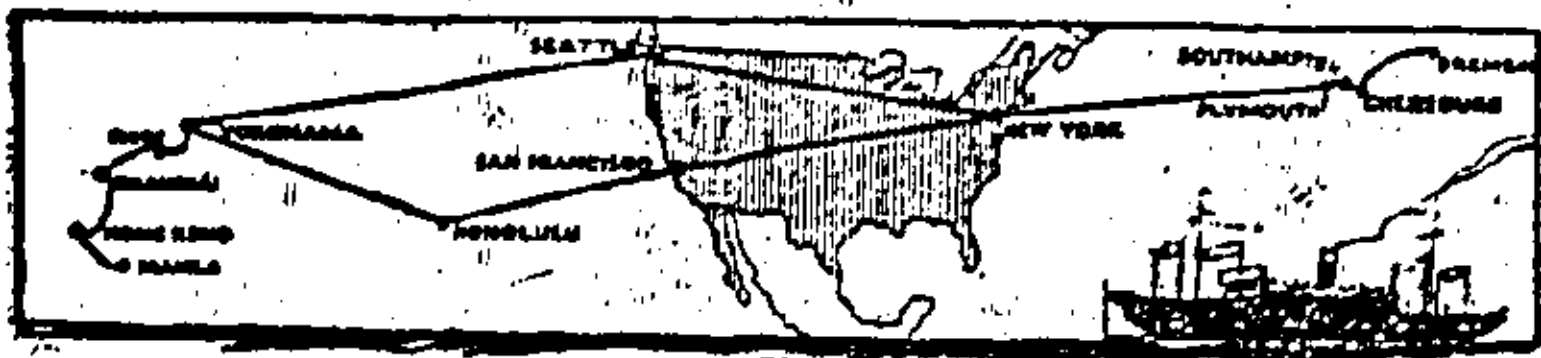
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A PURSER DESCRIBES PECULIAR PASSENGERS.

However many times a man may cross the Atlantic as a passenger, he sees comparatively little of life on a floating hotel. Unknown to him, not a few of his fellows in the saloon may be almost penniless. I remember one passenger, an American dentist, who left with a certain company, as a pledge for his passage money, his entire professional outfit, including many sets of artificial teeth; writes a purser in a Home paper. The security was not redeemed.

Another American got a passage on the security of a United States Government bond for 1,000 dollars. Shortly before sailing he requested that the bond should be sent to New York, so that he could redeem it a day or two after arriving there.

REFUSED TO PAY HIS BILL.

When the ship reached Sandy Hook, the passenger, who had up a heavy bill, demanded his bond, which, of course, the purser refused to give him till he had paid. He said he would not pay anything, and at once entered an action for its recovery, with the result that the company was not only ordered to give it up, but to pay all costs. Under American law, scrip is real estate, which a United States citizen abroad cannot transfer except in the presence of an American Consul or a notary public.

Some years ago a woman crossed with us at least twenty times, and, though on every occasion money or jewellery disappeared from a cabin, we could not prove anything against her.

THE BEST OF THE BARGAIN.

It may be thought that the frequent appearance of her name in passenger lists was suspicious; but that in itself was nothing. One of the legends of the Liverpool service is that a certain woman would not sell her shares in a Transatlantic steamship company—shares which the directors were very anxious to acquire—except on condition that she should have a free passage whenever she liked. When her terms were agreed to she sold her furniture and went to live on the company's boats.

Whether this story be true or false, there is no doubt that some people do make homes of liners. I knew an American woman who for a long period spent only two or three days on shore at a stretch, crossing the Atlantic in one boat and returning in the first that left after her arrival. Ultimately her relatives considered this a clear proof of insanity, and brought an action to have her declared a lunatic.

DIAMOND SMUGGLERS.

A certain couple used to travel to Southampton together, visit the Continent, and then return by different routes—one from the Hampshire port and the other from Liverpool. At last an ex-Scotland Yard man was engaged by the American Government to shadow them. He followed them from Southampton to London, then to Dover and on to Amsterdam. There they gave him the slip, and he returned to England discomfited.

About a fortnight later, however, a local detective recognized one of the men with a stranger at Southampton. He communicated with the American Consul, who cabled to his Government, giving the names in which they had booked passages. Both were arrested on arriving at New York, and diamonds worth many thousands of dollars were found on them.

Some years ago a runaway betrayed himself in curious circumstances. When a certain boat touched at Queens-town, a New York passenger wished to land, so that he could return to Liverpool. He was prevented from carrying out his intention.

Nine months previously he had deserted his wife, and since then he had considered himself free. Shortly after his embarkation, however, he had seen his wife among a group of women in the steerage. She, too, was on her way to America, and consequently he had resolved to let her proceed alone. By means of a little diplomacy, man and wife were brought together, and when the boat reached New York they left it together, completely reconciled.

THIRD-CLASS TRAVEL AT SEA.

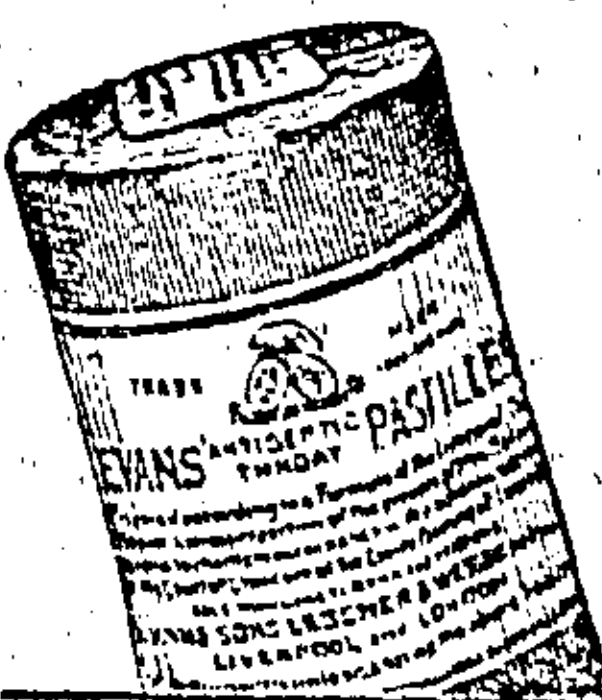
"Much more is likely to be heard next year concerning third-class travel on the Western Ocean," says the *Times* City editor. "The development of this class of passenger business, which started with select parties travelling for educational purposes, has continued to spread, and has been assisted by the greater consideration shown by the American immigration authorities towards third-class passengers who are tourists and who stay in America for only a limited period. Third-class accommodation on a modern Transatlantic liner is very different from what it was before the war, and while not comparable with the luxury of the first and second class, nevertheless provides quite a number of comforts. This, coupled with the need for economy on the part of many travellers, is producing a new type of voyager, for which the shipping companies are prepared to cater by reserving a section of the third-class accommodation especially for passengers in this category. This possibility is held out of the creation of a new travelling public, which will help to offset the absence of emigrant traffic for so many months of the year."

A London cable of November 9th, states:—"The catch of herrings at Yarmouth this season now exceeds 600,000,000 which is more than 100,000,000 over the total catch last year. Off the Cornish coast catches have also been heavy and about 2,000,000 herrings have been landed at Port St. Ives during the past week."



Dust carries disease!

Dust carries the germs of influenza and catarrh. An Evans' Pastille in the mouth kills those germs before they can reach throat or lungs. Evans' Pastilles are used to protect and strengthen the voice by singers and public speakers the world over. Always look for the name EVANS. It is your guarantee.

EVANS' Pastilles


Made in England by Evans & Co., Ltd., 10, Abchurch Lane, London, E.C. 4. Sold by chemists and stores.

THE UNION OF SOUTH AFRICA FOR RESIDENCE, FARMING, TRAVEL.

The Union of South Africa is a seat of Western culture and civilization. Europeans have been settled there for nearly three centuries.

It is a country that merits the attention of those Europeans who contemplate leaving the Far East. If they are retiring on pension, there are many pleasant South African towns in which to live. Or if they seek a career, and have a moderate capital there is scope in South African farming—for instance in fruit-growing.

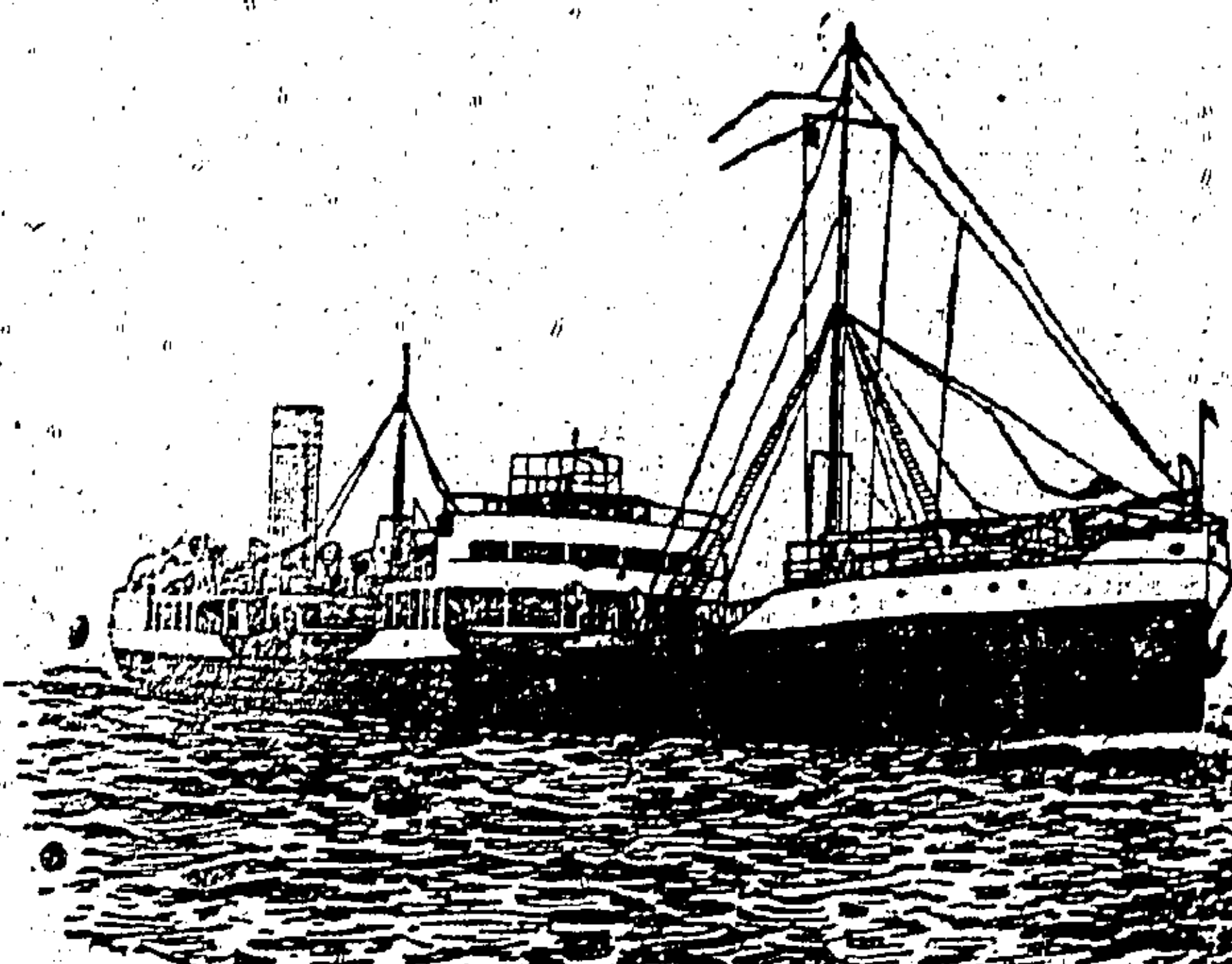
The climate is good. It is sunny but temperate being neither inclement in winter nor oppressive in summer. It is a genial climate in which Europeans, including women and children, thrive without periodically going abroad.

Educational facilities for the young are excellent. The larger towns are up-to-date and well-equipped. There are numerous resorts—mountains, river and marine, for an occasional change. In short, the Union of South Africa is a more than ordinarily attractive country for those who have an assured income or the capital with which to start a career.

A comprehensive official publication on the subject is being issued. It contains for twenty typical South African towns, specific data about climate, environment, amenities; housing, cost of living; servants; and generally such information as will enable enquirers to judge urban residential conditions in the Union of South Africa. Explanatory publications on farming are also available.

Apply to the Publicity Agent, Office of the High Commissioner for the Union of South Africa, Trafalgar Square, London, W.C.2.

THE HONGKONG & WHAMPOA DOCK CO., LTD.
TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG.
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427' 0" x 12' 11" x 11' 0" 2,400 tons d.w.t. x 2,100 H.P.

Built by THE HONGKONG & WHAMPOA DOCK CO., LTD., at KOWLOON DOCK to the order of THE ANGLO SAXON PETROLEUM CO., LTD., being one of four similar vessels built in these WORKS to the same order.

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M. B. DYER, F. Sc., M.I.N.A., Kowloon Dock, HONGKONG.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION.			
SHANGHAI to SWATOW	"TUNGSHING"	Friday	5th Dec., 7 a.m.
MANILA to AMOY	"YUENSANG"	Saturday	6th Dec., Noon
STRAITS to CALCUTTA	"NAMSANG"	Saturday	6th Dec., 3 p.m.
SHANGHAI to SWATOW	"FOOSHING"	Sunday	7th Dec., 7 a.m.
HAIPHONG to HOIHOW	"LEESANG"	Sunday	7th Dec., 8 a.m.
BANGKOK to SWATOW	"HOPSANG"	Monday	8th Dec., 10 a.m.
SANDAKAN	"HINSANG"	Wednesday	10th Dec., Noon
TIENSTAI	"CHEONGSHING"	Wednesday	10th Dec., Noon
TSINGTAU to SWATOW	"TUNGSHING"	Wednesday	11th Dec., 7 a.m.
SHANGHAI	"YUENSANG"	Sunday	14th Dec., 3 a.m.
HAIPHONG to HOIHOW	"LEESANG"	Tuesday	16th Dec., 7 a.m.
Kobe via MOI	"YUENSANG"	Saturday	13th Dec., Noon
MANILA to AMOY	"YUENSANG"	Saturday	13th Dec., Noon

REGULAR SAILINGS ARE MAINTAINED AS FOLLOWS:—

CALCUTTA—HONGKONG—JAPAN LINE	EVERY TEN DAYS
SHANGHAI—HONGKONG LINE	EVERY THREE DAYS
HONGKONG—MANILA LINE	EVERY SATURDAY From Both Ports
HONGKONG—HAIPHONG LINE	EVERY SUNDAY From Both Ports
HONGKONG—BANGKOK LINE	EVERY FORTNIGHT
HONGKONG—TIENSTAI LINE	EVERY FORTNIGHT
HONGKONG—BANGKOK LINE	EVERY WEEK

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OUTWARDS

Vessel Due Hongkong
"GLENARA" ... 14th Dec.
"GLENBEG" ... 25th Dec.
"GLENBRIEL" ... 8th Jan.
"PEMBROKESHIRE" ... 22nd Jan.

HOMEWARDS

Vessel Leaves Hongkong Discharge
"GLENARA" ... 4th Dec. London, Rotterdam & Hamburg.
"GLENBEG" ... 15th Dec. London, Rotterdam & Hamburg.
"GLENBRIEL" ... 26th Dec. London, Rotterdam & Hamburg.
"PEMBROKESHIRE" ... 10th Jan. London, Rotterdam & Hamburg.

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

JARDINE, MATHESON & CO., LTD.

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LIMITED.

TOKYO JAPAN

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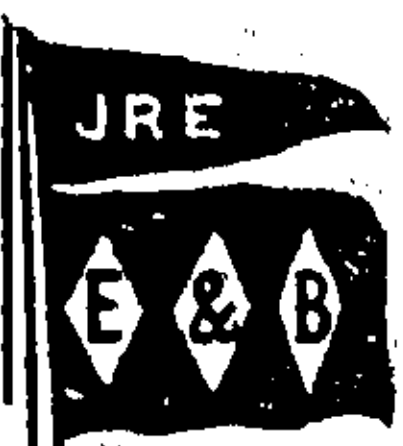
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BUCKNALLSTEAMSHIP
COMPANY, LTD.

Projected Sailings From Hongkong. Subject to Alteration.

CITY OF LAHORE 4th Dec. Marseilles, London, Hamburg.

PASSENGER SERVICE.

CITY OF LAHORE 4th Dec. Marseilles, London, etc.
CITY OF KARACHI 4th Dec. Do.
CITY OF BARODA 4th Dec. Do.
TRAFFORD HALL 11th Dec. Do.

FARES TO LONDON.

Single 1st Class "A" £22. "B" £24. "C" £26. "D" £28. "E" £30.
Cargo Steamer, Saloon Passage £32.

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AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

AMERICAN S.S. CO. via Suez Canal 7th Dec.
CITY OF SHANGHAI via Suez Canal 19th Dec.
HYSON via Suez Canal 28th Dec.
INION via Suez Canal 8th Jan.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON.

M.

MESSAGERIES MARITIMES

M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hkg. and Sailings for Shanghai and Japan.	Probable Sailings from Hongkong for Marseilles.
ANGKOR	—	—	7th Dec.
ANGERS	—	—	21st Dec.
PAUL LEON	6th Nov.	8th Dec.	4th Jan., 1925
ANDRE LEON	20th Nov.	22nd Dec.	18th Jan., "
AMBOISE	4th Dec.	5th Jan., 1925	1st Feb., "
CHATELAIN	18th Dec.	19th Jan., "	15th Feb., "

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance).
A CLASS (1st Class) £25. 0s. 0d. B CLASS (1st Class) £23. 0s. 0d.
STEAMERS (2nd) £23. 0s. 0d. STEAMERS (2nd) £20. 0s. 0d.

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo, Boats).

"A" loading for HAVRE, ANTWERP.

"B" loading for DUNKERQUE about.

"C" loading for DUNKERQUE, LONDON & HAVRE is due.

to arrive about 3rd week of December.

Sailings subject to alteration without notice.

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MESSAGERIES MARITIMES CO.

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REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine.

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AND RETURN

(Occupying 9 or 10 Days)

HAICHING Capt. A. H. Stewart Tuesday, 8th Dec., at 1 p.m.
HAIPHONG Capt. Ellis Walker Friday, 6th Jan., at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
Round Trip Tickets will be issued from Hongkong to Fochow (Pagoda Anchorage) and Return by the same Steamer by the "HAICHING", "HAIPHONG" and "HAICHING" at the Reduced Rate of \$80.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

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General Managers

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

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NEW YORK

S.S. "CELTIC PRINCE" 3rd December.
S.S. "SLAVIC PRINCE" 1st Jan., 1925.

For Freight and Full Particulars, apply to—

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Apcar and
Eastern & Australian
Lines

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NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
EGYPT, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY

DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"MANTUA"	10,902	11th Dec.	Marseilles & London
"SOUDAN"	8,696	24th Dec.	S'pore, Penang, Colombo & B'way.
"KHIVA"	9,135	27th Dec.	Marseilles, London, Rotterdam, Hamburg, Antwerp and Hull.
1925			
"MACEDONIA"	11,089	10th Jan.	Marseilles & London
"SICILIA"	8,513	21st Jan.	S'pore, Penang, Colombo & B'way.
"KALYAN"	9,118	24th Jan.	Marseilles & London
"KORRA"	10,911	7th Feb.	S'pore, Penang, Colombo & B'way.
"SARDINIA"	8,684	19th Feb.	Marseilles & London
"KASHMIR"	8,963	21st Feb.	S'pore, Penang, Colombo & B'way.
"MALWA"	10,941	7th Mar.	Marseilles & London
"SOUDAN"	8,696	13th Mar.	S'pore, Penang, Colombo & B'way.
"KASHGAR"	9,005	21st Mar.	Marseilles & London
"SICILIA"	8,513	31st Mar.	S'pore, Penang, Colombo & B'way.
"MANTUA"	10,902	4th Apr.	Marseilles & London
"KALYAN"	9,118	18th Apr.	Marseilles & London
"MACEDONIA"	11,089	2nd May	S'pore, Penang, Colombo & B'way.
"SARDINIA"	8,684	15th May	S'pore, Penang, Colombo & B'way.

BRITISH INDIA-APCAR SAILINGS

"TILAWA"	10,000	8th Dec. 1 p.m.	Singapore, Penang & Calcutta
"TARLAWA"	8,400	21st Dec.	do.
"TARLAWA"	8,500	10th Jan., 1925	do.
"TAKADA"	6,949	17th Jan., "	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,000	31st Dec.	Manila, Sandakan, Thursday
"ST. ALBANS"	4,500	4th Feb., 1925	Island, Townsville, Brisbane, Sydney & Melbourne.
"TANDA"	6,958	4th Mar., "	do.

Frequent connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver
The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"ARAFURA"	6,000	6th Dec.	Moji & Kobe
"TARLAWA"	8,400	12th Dec.	Kobe only.
"MACEDONIA"	11,089	12th Dec.	Shanghai, Moji & Kobe
"TAKADA"	6,949	22nd Dec.	Moji & Kobe
"KALYAN"	9,118	27th Dec.	Shanghai, Moji & Kobe
"SICILIA"	8,513	27th Dec.	do.
1925			
"ST. ALBANS"	4,500	3rd Jan.	Moji & Kobe
"TARLAWA"	10,000	6th Jan.	do.
"TAKADA"	6,949	7th Jan.	Kobe only.
"KASHMIR"	10,911	10th Jan.	Shanghai, Moji & Kobe
"SARDINIA"	8,684	24th Jan.	do.
"EASTERN"	4,000	24th Jan.	do.
"MALWA"	10,941	7th Feb.	Shanghai, Moji & Kobe
"TANDA"	6,958	7th Feb.	Moji & Kobe
"KASHGAR"	9,005	21st Feb.	Shanghai, Moji & Kobe
"SOUDAN"	8,696	21st Feb.	do.
"SICILIA"	8,513	7th Mar.	do.
"ARAFURA"	6,000	7th Mar.	Moji & Kobe
"MANTUA"	10,902	7th Mar.	Shanghai, Moji & Kobe
"KALYAN"	9,118	21st Mar.	do.
"MACEDONIA"	11,089	3rd Apr.	do.
"SARDINIA"	8,684	17th Apr.	do.
"NAGAYA"	6,354	22nd Apr.	do.
"MUREA"	10,911	1st May	do.
"KALYAN"	9,118	15th May	do.
"MALWA"	10,941	28th May	do.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while waiting the on carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
Parcels Measuring not more than 3 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

23, Des Voeux Road Central, HONGKONG.

Agents.

CHINA NAVIGATION CO
LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamers	Date of Departure
SWATOW & SINGAPORE	"KINGYUAN"	On 3rd Dec. 11 a.m.
SWATOW, SHANGHAI, CHEFOO & TIENTSIN	"CHUNGKING"	On 3rd Dec. 4 p.m.
SHANGHAI & SHANGHAI	"SINKIANG"	On 4th Dec. 11 a.m.
SHANGHAI & TSINGTAO	"YINGCHOW"	On 4th Dec. 4 p.m.
AMOI, SWATOW & SINGAPORE	"LUOWOW"	On 6th Dec. Noon
SWATOW & SHANGHAI	"KWEIYANG"	On 7th Dec. D.L.
WEIHAIWEI, CHEFOO & TIENTSIN	"SHANTUNG"	On 7th Dec. 11 a.m.
AMOI & SHANGHAI	"SUNNING"	On 8th Dec. 4 p.m.
SWATOW & BANGKOK	"KALGAN"	On 9th Dec. 11 a.m.
SWATOW, PAKHOI & HAIPHONG	"TAMING"	On 11th Dec. 10 a.m.
SWATOW & SHANGHAI	"SZCHUEN"	On 11th Dec. 10 a.m.
HOIHOW & BANGKOK	"CHENAN"	On 14th Dec. 10 a.m.
SWATOW & BANGKOK	"TEAN"	On 18th Dec. 11 a.m.

SHANGHAI LINE—Excellent Saloon accommodation and ships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai leaving Hongkong Sundays (via Swatow and extending to Peking), Tuesdays (via Amoy), Thursdays (via Swatow) and Saturdays (direct extending to Tsingtao). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

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AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS

SAILINGS SUBJECT TO ALTERATION

Steamer	Due to arrive at Hongkong about	Due to sail for Manila, Port Rango, Thursday 1st, Rabaul & Ana. Ports about
"TAIYUAN"	15th December	20th December

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A fully qualified Doctor is carried. Reduced Fares Cargo booked through to all Australian, New Zealand and Tasmanian Ports.

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GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND
DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

£66.

NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI

S.S. "NUMIDIA" — — — Sails about 22nd December
S.S. "VENEZIA" — — — Sails about 1st Jan., 1925.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE

S.S. "DUCHESSA D'AOSTA" — — — Sails about 8th December.
S.S. "NIPPON" — — — Sails about 2nd Jan., 1925.
S.S. "BOSANDEA" — — — Sails about 7th Jan., "
S.S. "NUMIDIA" — — — Sails about 2nd Feb., "
S.S. "VENEZIA" — — — Sails about 7th Feb., "

NATAL LINE OF STEAMERS

FROM CAIRO, COLOMBO TO SOUTH AFRICAN PORTS

S.S. "UMTALI" — — — Sails about 31st December.

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Through Bills of Lading issued from Hongkong.

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TO SAN FRANCISCO AND LOS ANGELES
FROM HONGKONG BY DIRECT ROUTE.
(23 days to San Francisco. 23 days to Los Angeles).

U.S.S. "WEST CAJON" — — — Due Hongkong 5th Dec.
Leave Hongkong 6th Dec.
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Leave Hongkong 15th Dec.
Cargo accepted for Transhipment at San Francisco to Weekly Sailings for
Atlantic Seaboard Ports. Through Bills of Lading issued
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TO MANILA, SINGAPORE, ZAMBOANGA AND CEBU.
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Leave Hongkong 21st Dec.

Through Bills of Lading issued to all Ports not served.

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U.S.S. "WEST PROSPECT" — — — Due Hongkong 21st Dec.
Leave Hongkong 22nd Dec.

For Full Information, Apply to—

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1st Floor, Queen's Building.

Phone: Central 3008.

G. F. BRADFORD,
Res. Agent.

[12]

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Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Brokers.
Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE

KAILUNG, HONGKONG, CANTON & HAIPHONG.

SAILING FROM HONGKONG

FOR CANTON

FOR HAIPHONG via Hoihow & Pakhoi

FOR KAILUNG via Swatow & Amoy

For further particulars, please apply to—

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Tel. Central No. 154.

G. MITARAT, AGENT.

Top Floor King's Building.

Tel. Central No. 140 & 445.

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OPENING QUOTATIONS.

ON LONDON.—		
Telegraphic Transfer	...	2/4
Bank Bills, on demand	...	3/4 9/18
Bank Bills, at 30 days' sight	...	
Bank Bills, at 4 months' sight	...	5/4
Credit, at 4 months' sight	...	5/3
Documentary Bills, 4 months' sight	...	2/5 1
ON PARIS.—		
Bank Bills, on demand	...	1010
Credit, 4 months' sight	...	1,110
ON NEW YORK.—		
Bank Bills, on demand	...	50 1
Credit, at 30 days' sight	...	66 1
ON HONGKAI.—		
Telegraphic Transfer	...	
Bank Bills, on demand	...	157
ON CALCUTTA.—		
Telegraphic Transfer	...	
Bank Bills, on demand	...	157
ON SHANGHAI.—		
Bank Bills, at sight	...	
Private, 30 days' sight	...	nom.
ON YOKOHAMA.—On demand	...	142 1
ON MANILA.—On demand	...	109 1
ON SINGAPORE.—On demand	...	101 1
ON BATAVIA.—On demand	...	136 1
ON PEKING.—On demand	...	nom.
ON RANGOON.—On demand	...	nom.
ON BANGKOK.—On demand	...	75 1
SOVEREIGN, Bank's Buying rate	...	8.20
GOLD LEAF, 100 fine, per tael	...	6.60
BANK SILVER, per oz.	...	33 1

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BANKING CORPORATION.**

Head Office: Hongkong.

Authorised Capital	...	£50,000,000
Issued and Fully Paid-up	...	£30,000,000
Reserve Funds—		
Sterling	...	£4,500,000
Silver	...	\$25,500,000
Reserve Liability of Proprietors	...	\$30,000,000

—

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Manager: Shanghai—G. H. STITT, Esq.

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LONDON BANKERS:

WESTMINSTER BANK, LTD.

—

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIRED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be noted on application.

Hongkong, 26th November, 1924. [27]

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

Interest on Deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

INCORPORATED **ROYAL CHARTER, 1863,**

HEAD OFFICE—LONDON.

Paid-up Capital	£3,000,000
Reserve Fund	£2,900,000
Reserve Liability of Proprietors ..	£1,000,000

FOREIGN EXCHANGE and General Banking
Business transacted.

CURRENT ACCOUNTS opened and **FIXED**
DEPOSITS received at our London and other
branches at rates which will be quoted on
application.

A. B. FERGUSON,
Manager.

Hongkong, April 8th, 1984. [31]

LIMITED.

(TAIWAN BRANCH.)

Incorporated by Special Imperial
Charter, 1896.

Capital Subscribed	Yen 60,000,000
Capital (Paid-up)	Yen 52,800,000
Reserve Fund	Yen 12,800,000

HEAD OFFICE.—TAIWAN FORMOSA.

BRANCHES:

JAPAN.—Tokyo, Yokohama, Kobe, Osaka,
Moji.

CHINA.—Ginzei, Kagi, Kanroku, Keelung,
Makung, Nankin, Peking, Shinkiang,
Tientsin, Tientsin, Takow, Tamsui,
Tolyen, Aika.

CHINA.—Shanghai, Hankow, Kiating,
Amoy, Foochow, Swatow, Canton.

CHINA.—Hongkong, Singapore, Batavia,
Bombay, London, New York.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtau, Japan, India, China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, etc.

Interest allowed on Current Accounts and Fixed Deposits at Rates which will be quoted on application.

Z YAMAMOTO
Manager,
4 Des Voeux Road,
Hongkong, 20th June, 1934

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Castles"
Cigarettes



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REGULAR AND FAST FREIGHT AND
PASSENGER SERVICES.

PHEMIUS ... 8TH DEC. Amsterdam, London & Hamburg
HECTOR ... 16TH DEC. Marseilles, London, Rotterdam & Glasgow
***DIOMED** ... 22ND DEC. London, Rotterdam & Hamburg
TEIRESIAS ... 29TH DEC. Marseilles, London, Rotterdam & Hamburg
 * via Oran.

MENELAUS ...20TH DEC. Genoa, Marseilles, Liverpool & Glasgow
CYC OPS ...28TH DEC. Marseilles, Haere, Liverpool & Glasgow
TITAN ...20TH JAN. Genoa, Marseilles, Liverpool & Glasgow
BELLEROPHON 1ST FEB. Marseilles, Haere, Liverpool & Glasgow
 * via Port Sudan.

ACHILLES ...30TH Dec. Victoria, Seattle & Vancouver
PHILOCTETES 18TH JAN. Victoria, Seattle & Vancouver

OANFA ... 7TH DEC. Boston, New York, Baltimore via Suea
HYSON ... 28TH DEC. Boston, New York, Baltimore via Suea
IXION ... 81H JAN. Boston, New York, Baltimore via Suea

HECTOR	...16TH DEC.	Singapore, Marseilles & London
SARPEDON	...23RD DEC.	Shanghai
TEIRESIAS	...29TH DEC.	Singapore, Marseilles & London
SARPEDON	...27TH JAN.	Singapore, Marseilles & London
PATROCLOS	...10TH MAR.	Singapore, Marseilles & London
ANTENOR	7TH APR.	Singapore, Marseilles & London

Also cargo steamers with limited passenger accommodation at specially reduced fares.

FOR FREIGHT AND PASSAGE RATES AND ALL INFORMATION, APPLY TO
BUTTERFIELD & SWIRE,
AGENTS.

HEAD OFFICE:
14, Gracechurch Street, London, E.C. 3.

Authorised Capital £3,000,000
Subscribed Capital £1,800,000
Paid-up Capital £1,094,000
Reserve Fund £1,256,000

BANKERS:
THE BANK OF ENGLAND
and
MIDLAND BANK, LTD.

BRANCHES:

Bangkok	Galle	Kuala Lumpur	Rangoon
Ratavia	Hongkong	Madras	Shanghai
Bombay	Howrah	New York	Singapore
Calcutta	Kandy	Penang	Singapore
Kuala	Karachi	Port Louis	Sourabaya
Dahli	Kota Bharu	(Mauritius)	

HONGKONG BRANCH:
Every description of Banking and
Exchange Business transacted.
Interest allowed on Current Accounts to
2 per cent per annum on Daily Balances
and on Fixed Deposits at Rates that may be
ascertained on application.

N. C. WILSON,
Manager.

7, Queen's Road Central,
HONGKONG, FEBRUARY 11th 1924. (12)

**BANQUE DE L'INDO-CHINE,
PARIS.**

Head Office: 96 Boulevard Haussmann, Pa. 8.

Subscribed Capital.....Fr. 72,000,000.00
Paid-up Capital.....Fr. 68,400,000.00
Reserve Fund.....Fr. 59,667,832.54

Hankow	Nomans	Singapore
Diphong	Papeete	Tientsin
Haiiphong	Peking	Tourane
Hankow	Phnom Penh	Yunnan
Hankow	Poodcherry	

BANKERS:

IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industriel et Commercial; Société Générale.

IN LONDON: The National Provincial and London Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.

IN NEW YORK: J. P. Morgan and Co. French-American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and
 and Deposits according to arrangement.
 Every description of Banking and Exchange

Hongkong, 26c 4/19/54, 1954, [18]

No. 10, Des Voeux Road Central, HONGKONG.

Established 1918.

Authorized Capital	\$10,000,000.00
Paid-up Capital	5,000,000.00
Reserve Fund	750,000.00

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Accounts at the rate of Two per cent. per annum, on Savings Accounts Four per cent. per annum, and, on Fixed Deposits at the following rates —

	Per annum.
For 3 months at the rate of 3 per cent.	
For 6 " " " " " "	4 " "
For 12 " " " " " "	5 " "

KAN TONG PO,
Chief Manager.

Hongkong & Shanghai Banking Corporation, Ltd.

Capital (fully paid-up).....Yen 100,000,000
Reserve Fund.....Yen 77,500,000

HEAD OFFICE: YOKOHAMA

BRANCHES AND AGENCIES AT:

Batavia	Kobe	Sourabaya
Bombay	London	Rangoon
Buenos Ayres	Lyons	San Francisco
Canton	Manila	Singapore
Chungking	Shanghai	
Dairen (Dairei)	Nagasaki	
Fengden	Nagoya	Shimonoseki
(Mulden)	Newchwang	Sydney
Hamburg	Ozaka	Tientsin
Hankow	New York	Tokyo
Hartford	Peking	Yokohama
Hongkong	Rio de	Yungking
Kai Yuen	Sancti	Vladivostok

Interest allowed on Current Accounts.
Deposits received for Fixed Periods at rates
to be obtained on application.

C. ARIMA, Manager.

Hongkong 27th October, 1914. (3)

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BY THE PEARL RIVER**
BY
CAPTAIN C. V. LLOYD
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Street, E.C. 4.

(NEDERLANDSche Handels Maatschappij)
BANK.

Established 1824.
Hongkong Branch established 1864.

Authorized Capital Guineas 150,000.000
(\$15,000,000)

Paid-up Capital " " 80,000.000
(\$8,000,000)

Reserve Fund " " 20,046,037
(\$2,004,603.70)

Special Reserves " " 33,850.000
(\$3,385,000)

Head Office—AMSTERDAM.

Eastern Head Office—BATAVIA.

BRANCHES:—Bandjermasin, Bandong,
Bombee, Calcutta, Cheribon, Djember,
Djokjartara, The Hague, Koba, Kora,
Raja, Makassar, Medan, Padang,
Palembang, Pecalongan, Penang,
Pontanak, Rangoon, Rotterdam,
Samarang, Shanghai, Singapore,
Soerabaya, Soerakarta (Solo), Tegal,
Tijlapij and Watervord.

**BANKING BUSINESS OF EVERY
DESCRIPTION.**

W. H. GROSKAMP,

(Specially authorized by Presidential
Mandate of the Republic of China on
the 22nd of November, 1917.)

Authorized Capital.....\$30,000,000.00
Paid-up Capital 13,878,600.00
Reserve Funds 1,621,400.00

HONGKONG BANKING CO.,— The Bank's Board consists of 12 Members, 6 of whom are British and 6 Chinese, and Sub-branches all over China and Correspondents in Europe, America, and other parts of the world.

LONDON BANKERS.—The National Provincial and Union Bank of England, Ltd. The Guaranty Trust Co. of New York.

NEW YORK BANKERS.—The Irving National Bank. The Equitable Trust Co., New York.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business.

Loans granted on Approved Securities.

Special facilities for Home Exchanges.

TSUYEY FEE,
Manager.

Hongkong, September 8th, 1931. TS

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